

Intimations.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 1, 1910.

SIR FREDERICK LUGARD'S RETURN.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED AD. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

or

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s.

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

[28]

IMPORTANT
NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA SHOE FACTORY, LTD.
Works, 93 and 99, Praya East,
Office and Showroom: 33 and 35,

Des Voeux Road, Central, a few doors from new Post Office,
Hongkong, 7th October, 1910.

[28]

THE FUTURE OF HOIHOW.

As long ago as April last we called our readers' attention to the important trade of Hainan Island, and the probable loss to British merchants involved by the apathy of the Two Kwangs Viceroy and his apparent reluctance to carry out the Hoihow Counter-vancy scheme. The Hongkong Chamber of Commerce took the matter up, H.E.M. Acting Consul referred it to H.B.M. Minister in Peking, and in that limbo of British interests, the Legation, the scheme has since reposed in peace. It should be understood that Hoihow is the only shipping port in Hainan, and that it is rapidly becoming cut off from navigable water by the mud flats. Hongkong is the chief distributing centre and main market for Hainan's produce and needs. The question of the condition of Hoihow harbour is one of very practical interest to the Hongkong shipping trade as well as to other industries. At present we read in the latest consular report on Hoihow a sad account of the menace to the continuance of the trade caused by the shortsightedness of the Provincial Government. A comparatively small sum, only 600,000 dollars, part of which the foreign shipping companies, and the merchants consented to pay by means of tonnage dues, is all that is needed "to effect the conversion of the Hoihow mud flats into a channel between anchorage and shore, navigable by launches at all states of tide and weather." At present the lighter coolies appear to be the masters of the trade; for the least change of weather offers an excuse for idleness and extortion on their part. Their combination is strong, and they have no opposition to encounter; they can, and do, dictate terms, increasingly exorbitant, to the shipping agents. Their increasing charges and the expensive delay to steamers caused by their independence have naturally an effect on the prices of imports and exports. The improvement of the channel to admit steam launches and large covered lighters at all states of the tide would preclude delay to steamers and damage to cargo, and the apathy of the local and provincial officials will, if continued, effectually fetter the rich soil of Hainan. The value of the export of betel-nut last year was £25,579, of sugar £26,694, of grass-cloth £26,61, of pigs and cattle £143,476. The total value of exports to Hongkong amounted to the large sum of £290,555, and the value of imports from this Colony was the still larger sum of £479,349. As we have already pointed out in a previous article it has been proved by actual experiment that rubber and cassia camphor and tobacco could be removed from Hainan without British pride that although we can justly claim from 70 to 80 per cent of the whole trade of Hainan as British, yet British shipping decreased by one half last year. Of course it will continue to decrease as long as the labour conditions remain what they are. And for this the Provincial Authorities will be to blame. We see nothing in the Consular report before us which directly attributes to those Authorities the blame for the wretched state of telegraphic communication between Hoihow and the rest of the world. The Hainan Straits are 14 miles wide, and on the mainland opposite Hoihow, is a place called Hsu-wen. There is a wireless installation at both places. There is a land line from Hsu-wen to Canton. A telegram therefore from Hongkong to Hoihow giving a typhoon warning would go from here to Canton, from Canton to Hsu-wen, and from there by wireless to Hoihow. But the wireless installation is obviously one of the least efficient in the Chinese Empire, that is, in the world, and the land line behaves as land lines here always can be expected to behave, so that by the time the warning reaches Hoihow several days have elapsed and the typhoon has passed. It frequently happens that a letter posted in Hongkong to Hoihow on, say, Monday when a telegram also is sent, will arrive on Wednesday. But the telegram will arrive on Friday or Saturday. This is really very disappointing. If the radius of the wireless installation were so increased as to establish direct communication with Canton, and perhaps with Manila, the danger of shipping of being overwhelmed by a typhoon without warning would be obviated. We recommend the attention of our Chinese friends to these friendly criticisms; their interests not less than those of our trade are involved and the more that this is realized the better it will be for them and for us, and for the trade of Hongkong.

The new Viceroy has been pursuing his Hongkong University campaign in England as well as showing that while he was there his time was not all leisure, although he was well entitled to that relaxation. Since Sir Frederick left the island, many important things have taken place locally. Some new Ordinances have been passed into law, all tending to the welfare of the community. As before, Sir Henry May has kept well up the dignity of our governmental chair and pursued a steady policy of progress. In the New Territory, the development of the country has proceeded steadily. New roads have been constructed and bridges built. Most important of all, however, is the fact that the British section of the Kowloon-Canton Railway has been got into running order and is now in complete working condition. Our Governor, no doubt, will find satisfaction in going over the new work done in the Colony since his departure and witnessing the immense progress which has been made in the forwarding of his own administrative policy.

The O.P.R. Company is in receipt of advice from their Yokohama Agency that the latter are in receipt of a wireless message from the R.M.S. Empress of India that the vessel is expected to reach Yokohama on the 1st November at 8.00 a.m. At the time the message was dispatched, the steamer was 150 miles from Japan. The Empress of India left Yokohama on the 15th October.

SHANGHAI RACES.

AUTUMN MEETING.

The following are the results of the first five events in connection with the Autumn Meeting held at Shanghai to-day—

THE MALOO STAKE: 4 MILE.

Stadacosa (Jones) 1
Cleric (Vida) 2
Planof (Burkhill) 3
Time: 58 4/5 sec.

THE CRITERION STAKE: 1 MILE.

Hawko (Morris) 1
Cherrytree (Vida) 2
Worcester (Lawrence) 3
Time: 1 min. 4 2/5 sec.

THE MAIDEN STAKE: 4 MILE.

Crusader (Rowe) 1
Rejected (Johnstone) 2
Liddlebank (Burkhill) 3
Time: 1 min. 29 sec.

THE FAH-WAH STAKE: 1 MILE.

Spring Ross (Burkhill) 1
China (Cumming) 2
Stirrup Cup (Campbell) 3
Time: 1 min. 10 sec.

THE BRITISH NAVY CUP: 4 MILE.

Assignee (Burkhill) 1
Caprice (Vida) 2
Dilector (Lindsay) 3
Time: 1 min. 2 2/5 sec.

LOCAL AND GENERAL.

THE Hindus will celebrate the "Devai" Festival to-morrow.

A CHINAMAN was awarded a month's imprisonment at the Magistrate's court this morning for robbing a pocket-book from an old man.

HARVEST'S CIRCUS will give their second matinee performance to-morrow afternoon when children will be admitted half price.

A HAWKER was sentenced to one month's imprisonment this morning for offering a bribe of 20 cents to a *lukong* while under arrest.

THE Kuala Lumpur Postal Clerks have been informed by their head that future unless wearing a shirt, they must not remove their coat when on duty. The wearing of a singlet is therefore disconcerted.

THE Diplomatic Corps has addressed a communication to the Wai Wu-pu to the effect that the indemnities must be duly paid in despite of what has happened in Shanghai, and the latter has advised the Board of Finance accordingly.

THE success of the *Refalow-si-Lili* Sharp Recital to-morrow evening at the Peak Hotel seems assured. Booking is brisk and a party from Government House is to be present. The plan is at the Peak Hotel. The Recital will commence at 9.45 p.m. sharp.

THE efforts of China's modern men to establish a Parliament show no signs of abatement. The latest advice from the North states that the Governor and Viceroy of seventeen Provinces—*subject*—the Chinese Agent has been greatly impressed.

THE Skipper of the *as. Kiang Yuen* was prosecuted this morning by Mr. J. Franco, Lighthouse keeper of Green Island, for dumping rubbish into the harbour. The case was brought before Mr. Halifax, First Police Magistrate, and was remanded owing to the Captain not putting in an appearance.

RETURN of visitors to the City Hall Library and Museum for the week ending the 30th October, 1910.—

	Library	Museum
Non-Chinese	404	231
Chinese	180	3,005
Total	584	3,236

THE condemnation of Chinese ducks and the flogging of two persons at West London Police Court for exposing them for sale when unfit for human food fed a newspaper representative to make inquiry among the importers in London as to the consigning of ducks from China. He found that the attempt to make a market proved a dismal failure as that of China pigs. Few Englishmen, having once tasted an imported duck from the land of rice, would care to repeat the process. A leading importer in the Leadenhall Market said a consignment of ducks sent over early this year was not worth roasting, and even when roasted they were distasteful to English palates.

LAUNDRY AND KITCHEN.

There is a laundry on board, capable of dealing with the washing of passengers' linen, etc., during the voyage. Particular attention has been paid to the Kitchen Department. The kitchens are fitted throughout with the most up-to-date appliances, and a large staff of cooks is employed under the supervision of a fully qualified Chef. All the provisions are of the best quality obtainable, and it is the intention of the owners that by special study the unvarying monotony of the menu, as frequently noticeable on board ship, shall be avoided.

We have to thank Messrs. Butterfield & Swire for the pamphlet *Is* in which the above are extract.

SOUTH CHINA ITEMS.

DEPARTURE OF CHINESE MINISTER.

[Translated from the *Natives Press*.]

The newly-appointed Minister for China in England will leave Shanghai on the 8th inst. by the English Mail, which is due in Hongkong on the 11th inst.

A COMPLAINT.

The representative of the Canton Chambers of Commerce has addressed a petition to Tao Tai Chan, of the Public Works, asking that the boilers of water tanks should be stopped from running at night. The petition has been rejected owing to numerous out breaks of fire.

NAVAL MATTERS.

The Admiralty has deplored Lau Kwok Hong to receive Prince Shua Pui-lap, Lord of Admiralty. He will leave by the China Navigation Company's steamer *Sun Ming* for China to-day and will arrive at Peking on the 5th inst.

TYphoon WARNING.

The telegram quoted below was received from the Manilla Observatory at the American Consulate General to-day—

Manila, October 31, 4:45 p.m.

Cyclone or Typhoon over the Eastern Visayas moving W.

Manila, November 1, 10 a.m.

Cyclone or Typhoon over the Visayas 16° N.

Cyclone or Typhoon 20° N. moving W.

Cyclone or Typhoon 20° N. moving W.

Oil Ship on Fire.

IN CANTON.

STANDARD OIL CO. TO THE RESCUE.

We are in receipt of news this morning that a serious fire occurred on board the Norwegian steamer *Nord* whilst she was lying at the wharf in Canton discharging a cargo of Bosphorus oil into the Hamburg-American's godown. It appears that the outbreak was caused by the overturning of a lamp in the forecastle and it is a very fortunate circumstance that the conflagration did not get an opportunity of involving the whole cargo, in which case the ship herself would inevitably have been destroyed with probably disastrous results to

OTHER SHIPPING.

in the river. As it was, as soon as the alarm was given, prompt assistance was got from the Standard Oil Company's depot which immediately adjoins the wharf at which the *Nord* was lying at the time of the mishap, and Captain Smith, the superintendent, was so energetic in getting his fire-extinguishing apparatus into operation that the flames were effectively prevented from procuring a hold upon the cargo.

Some 1,500 of feet hose belonging to the Standard Oil Company was used in combating the flames and it speaks much both for Captain Smith and the men under his control that the fire was got under in less than one hour and a half. From all accounts, there was no injury done to the frame of the *Nord*, the fire having been confined to the forecastle where it originated and the damage is reported to be comparatively trifling.

The *Nord* is a steel screw steamer of 7,600 tons net, was built in 1895, and belongs to Christiaens. Her cargo, we believe, to the Straits Petroleum Company and she has been engaged for a number of years in the Rangoon oil trade.

ON THEIR EXCELLENCIES' ARRIVAL.

On Their Excellencies' arrival at Blake Pier the usual salutes were fired. The party assembled on the pier then shook hands with Their Excellencies, after which the Guard of Honour presented arms, a few bars of the National Anthem being played simultaneously. His Excellency inspected the men and shortly afterwards both His Excellency and Lady Lugard proceeded in chairs to Government House.

We were glad to notice that Lady Lugard was looking very well this morning. After the serious illness through which her Ladyship recently passed, it is distinctly gratifying to have Lady Lugard with us once more and we wish both Sir Frederick and Lady Lugard a pleasant sojourn in the Colony.

APPLICATION FOR BAIL.

QUESTION BEFORE THE CHIEF JUSTICE.

Before the Chief Justice, Sir Francis Piggott, at the Supreme Court this morning, Mr. A. D. Potter, instructed by Mr. J. H. Gardner, made an application on behalf of Wong Tai, a prisoner confined in Yau Tsim Kok, for bail to be granted. Mr. W. Kess-Davies, K.C., Attorney-General, instructed by Mr. H. L. Denyer, of the Crown Solicitor's office, appeared for the Crown.

Mr. Potter stated that under the Crown Office practice, where a man was in custody, the Court should be summoned by writ of *habeas corpus* to show cause why bail should not be granted. Even when a prisoner pleaded guilty, there was inherent power vested in the Court to grant bail. There were two ways of asking for bail, one of which was when the Court originally exercised its jurisdiction to grant bail.

His Lordship—I don't see how it can be done by *habeas corpus*, because the custody is illegal.

Precisely, his Lordship stated that the question of bail was a question of discretion; Counsel was appealing to the inherent jurisdiction of the Court.

Mr. Potter contended that the practice in this Colony differed from that obtaining at Foma. Here there was an express formulation. The Section was very wide. Even where a prisoner was guilty of treason, he could come before the Court and apply for bail, whether he had been committed for trial or not. Counsel proceeded to read the Section, which he said removed all doubt as to whether prisoner could apply to the Court for bail while under remand.

His Lordship said he was not sure whether the Section applied where bail had already been asked for before a Magistrate, who refused it for some reason or other.

Mr. Potter said there was no reason why a Magistrate should not grant bail. He could do so even if prisoner had been committed for trial. After further argument, the application was refused.

RAID ON OPIUM DIVAN.

BIG CAPTURE BY THE POLICE.

Thirty-four natives were charged this morning before Mr. E. R. Milner, First Police Magistrate, for smoking opium in a divan. The arrest was made by Detective-Sergeant Watt, who raided a house at Tai Wong Lane, Wan Chai. While carrying out the raid one man escaped by cutting off his queue. The queue was produced in Court this morning. After hearing evidence the Magistrate imposed a fine of \$10 on the keeper of the den and fined the remainder \$1 each.

FIRE AT SHACKIWAH.

GOOD WORK BY THE BRIGADE.

A fire which originated in a stack of hayricks broke out at Shackiwa in the early morning. The Shackiwa Brigade turned out in good time, and after four hours' hard work succeeded in putting out the fire. As a result of the outbreak, five sick, who were lying about ten to fifteen yards away from the terrace, were burnt out. The amount of the damage done is slight.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S.

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS TOKOHAMA to VANCOUVER, 11 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailing from Hongkong and St. John, N.B., etc.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

From Quebec.

"MONTEAGLE"

TUESDAY, NOV. 8TH.

"EMPEROR OF INDIA"

SATURDAY, NOV. 15TH.

"EMPEROR OF JAPAN"

SATURDAY, DEC. 12TH.

"EMPEROR OF CHINA"

SATURDAY, JAN. 14TH.

"MONTEAGLE"

WEDNESDAY, JAN. 21ST.

"EMPEROR OF INDIA"

SATURDAY, FEB. 11TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £7.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £4.5.

Via New York £4.5.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	HANGSANG	WEDDAY, 2nd Nov., 4 P.M.
TIENTSIN	CHEONGSHING	FRIDAY, 4th Nov., Noon.
MANILA	YUHNSANG	FRIDAY, 4th Nov., 4 P.M.
SGAPOR, PENANG & CALCUTTA, LAISANG	SATURDAY, 5th Nov., Noon.	
MANILA	LOONGSANG	FRIDAY, 11th Nov., 4 P.M.
SHANGHAI, KOBE & MOJI	NAMSANG	MONDAY, 21st Nov., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaiten", "Nanami" and "Kochi" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chinkoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Hongkong, 1st October, 1910.

General Manager.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" AUSTRALIAN STREAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

MANILA TWIN SCREW STREAMERS and TIENTSIN STREAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STREAMERS (Asia, China, Korea, Chinkoo) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Friday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on the 2nd day for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—£45 single, £80 return.

For Freight or Passage, apply to—

BUTTERFIELD & SWINE,

Agents.

Telephone No. 55. Hongkong, 1st November, 1910.

HONGKONG—MANILA

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Capita	For	Sailing Dates
SHUN	1,150	R. Rodger	MANILA	SATURDAY, 5th Nov., 12 Noon.

For Freight or Passage, apply to—

SHEWAN, TOMBS & CO.

Telephone No. 100. Hongkong, 1st November, 1910.

For further information, see "SHEWAN, TOMBS & CO.", Agents.

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Consignees

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T.	10/7/10
Do. demand	10/10
Do. 4 months' sight	10/4
France—Bank T.T.	7/36
America—Bank T.T.	45
Germany—Bank T.T.	1/91
India T.T.	1/91
Do. demand	1/91
Singapore—Bank T.T.	7/4
Spain—Bank T.T.	9/8
U.S.A.—Bank T.T.	1/12
Beijing.	
6 months' sight L/G.	1/11
6 months' sight L/C.	1/11
10 days' sight San Fco & New York	4/8
4 months' sight do.	4/8
10 days' sight Sydney & Melbourne	4/11
4 months' sight France	4/11
10 days' sight Germany	2/43
10 days' sight Silver	1/91
Bank of England rate	5/10
Switzerland	5/10/70

RUBBER ESTATE RETURNS.

August Sept. Total.

Allegar 3,550 2,628 6,178

Aitor Pongau 2,379 2,628 5,007

Alma 1,000 2,100 3,100

Anglo Malay 52,634 59,162 46,418

Ayer Kuning 195 320 1,760

Ayer Molek 1,810 8,900

Ayer Pasas 1,090 1,580 4,339

Baligowla 8,000 7,050 16,057

Batak Rabit 1,100 1,300 3,355

Banteng 3,400 4,133 7,533

Bata Caves 15,807 14,728 30,635

Batu Tiga 8,315 9,602 6,870

Bertam 21,000 7/3 5,543

Bikam 2,500 3,145 5,676

Bish 1,139 1,625 5,894

Bukit Kajang 53/3 57/3 34,104

Bukit Rajah 35/3 35/3 27,643

Bukit Listang 4,000 4,700 29,970

Bukit Timah 873 1,422 5,861

Bukit K. B. 361 612 1,605

Carey United 12,150 11,250 16,350

Castilefield 4,179 5,047 31,168

Changka Serdang 3,601 3,142 26,389

Changka Salak 1,500 2,157 7,148

Cheow 950 550

Cilecy 78,105

Coosoldated Malaya 16/4 35

Caledonia 23,000 16,000 37,217

Chumor 1,74

Chersonea 2,100 2,535 4,630

Damansara 93/5 25,100

Edinburgh 6,150 4,750

Federated (Selangor) 17,058 9,148

F.M.S. Rubber 33,100 34,145 41,861

Gedong 23,000 22,000 11,700

Glenelg 2,001 2,322 15,571

Glenelg 4,785 4,785 29,493

Golden Hope 10,078 9,120 52,381

Golconde 26,853

Gulai Kalumpang 10,200 23,830

Hai Kee 192 710 2,503

Harpenden 11,000 12,000 57,930

Haytor 618 967

Heawood 1,100 1,168 4,009

High, & Lowlands 33,847 43,773 37,843

Inch Keobut 1,511 12,855 11,285

Indragiri 861 705 4,041

Jimab 100 100

Jingra 10,008 9,518 60,533

Jebong 20,170 21,180 162,400

Kapar Para 20,718

Kamuning 8,880 8,910 137,612

Kempsey 3,950 4,099 27,134

Kepong 4,110 21,799

Klebang 2-3 48

Kota Tinggi 610 670 4,438

Kuala Klang 13,411

Kutai 3,001 3,141 10,148

Kuala Rab. Est. 3,717 3,700 25,414

Kuala Lumpur 47,180 49,216 401,236

Labs 15,110 20,648 14,235

Lanadron 33,000 31,097 28,137

Ledbury 20,038 16,613 82,512

Lingga 73,500 78,000 537,500

London Atlantic 17,000 18,972 22,789

Malaka Pd 331 331

Malacca Plant 27,000 33,000 220,000

Mandalitong 234 470 740

Merton 2,250 2,732 21,971

New Serendah 605 1,010

New Singapore 60 210

North Hammock 23,610

Nova Scotia 16,300 17,500 83,405

Palam 3,500 3,500 23,600

Paiting 26,000 27,554 25,401

Pegoh 3,820 5,204 30,240

Penang Durian 835 8,156 3,150

Perak Plant 13,000 1,015 5,519

Per Dickson 785 1,015 5,179

Radella 2,017

Remba 5,707 6,679 47,836

Ribu Rubber 4,110 4,110

Robana 18,500 20,000 110,710

Ranau 2,000 2,050 11,004

The Groves Assd. 3,010 23,337

St. Helena 105 105 735

Sengar 7,700 6,415 54,108

Selana 7,655 8,074 40,108

Sengai Choh 4,830 5,351 39,473

Sengai Kapar 4,636 12,020 12,350

Sandycroft 3,501 6,717 67,02

Selangor 18,071 21,095 131,014

Seremban 32,518 35,732 182,076

Sembawang 609 653 3,070

Senawang 6,010 8,310 16,98

Shelford 31,000 11,700 60,301

Spots & Jibone 8,535 12,064 83,915

Singapore Faia 5,000 5,275 44,5

Stratford Rubber 10,502 10,502

Sungai Salak 3,700 3,700

Sungai Chumor 1,610 1,610

Tambak 1,04 1,047 3,075

Tasjung Malim 1,000 1,000 5,150

Telok Anson 790 880 8,105

Tall Ayer 15,100 12,140 94,000

Tambang 371 374 1,146

Tengku Way 5,000 5,700 57,003

The P. & T. Co. 410 450 1,111

United Singapore 1,111 1,111 10,500

Valleymore 4,610 4,850 16,585

Vallum 13,700 13,700 13,700

Vallum 13,700 13,700 13

